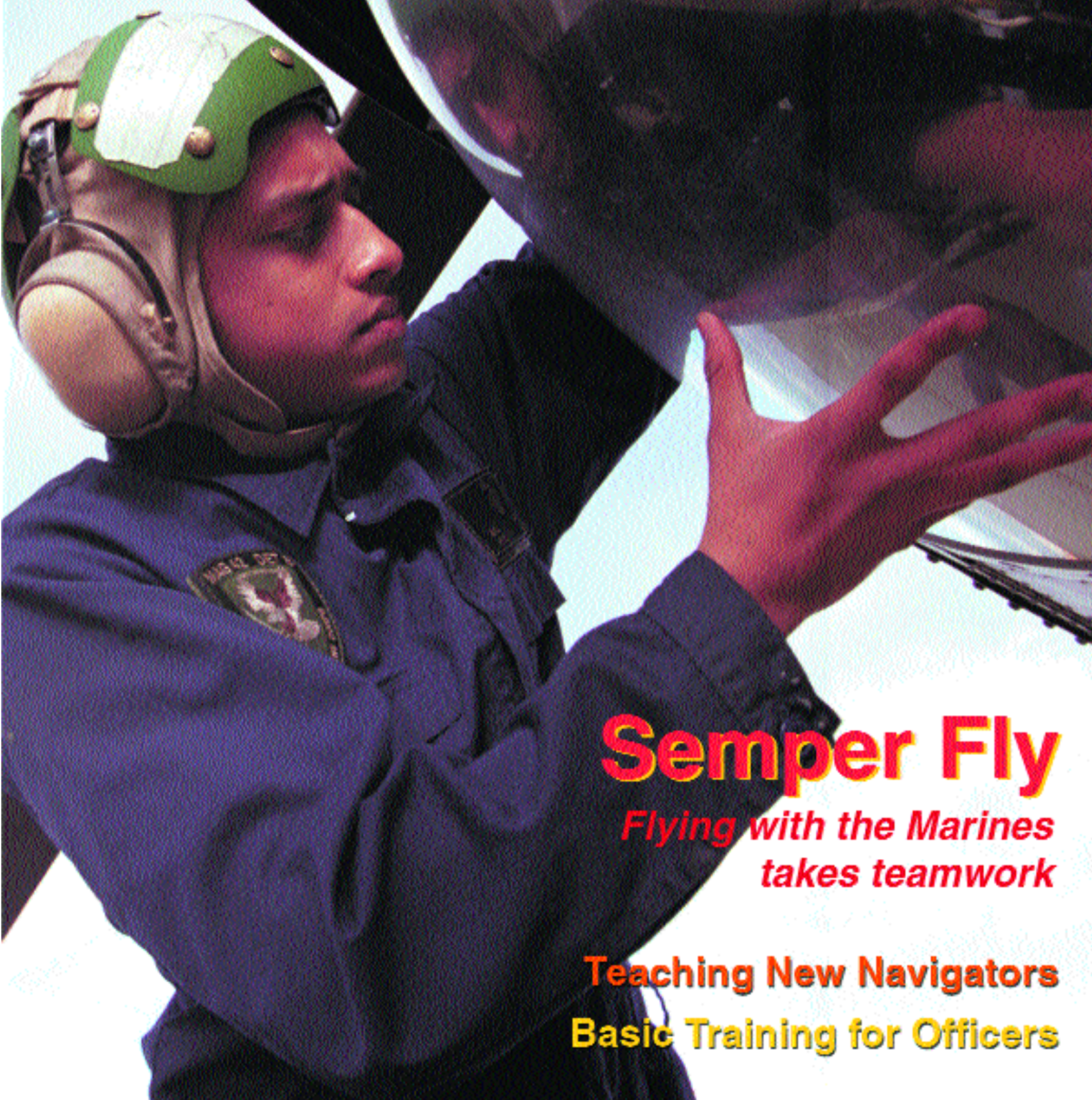


News: College at Sea, Pay Raise

PROFILE

Life in the Armed Forces

December 2000



Semper Fly

*Flying with the Marines
takes teamwork*

**Teaching New Navigators
Basic Training for Officers**

VOLUME 44 NUMBER 2 IN THIS ISSUE

3

SPOTLIGHTS

4

PHOTO OPS

8

NEWS BYTES

COVER STORY:

10



MARINE CORPS AVIATION

Teamwork is the name of the game when it comes to working in the aviation field in the Marine Corps.

14

SERVING THE SERVICEMEMBER

The Services career field offers airmen the opportunity to work three different jobs.

16

ARMY ARTISTS

A soldier makes good use of her drawing and designing talents serving as an Army graphic artist.

18

THE NAVY'S ENGINEERS

Seabees are builders of shelters and lives in a place called paradise.

20

TEACHING NEW NAVIGATORS

A coxswain's mate teaches recruits how to handle a 41-foot utility boat for search and rescue missions.

22

BASIC TRAINING FOR OFFICERS

Marine Corps officers learn how to lead a platoon in battle by practicing in a field environment.



ON THE COVER: Pfc. Mohammed N. Kabir, an airframes and hydraulics technician, checks out a Marine Corps CH-46 Sea Knight helicopter. (Photo by Cpl. Sandra Zarate, USMC)

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IN THE SPOTLIGHT...

Each month on this page we spotlight servicemembers to show our readers the diverse opportunities the military services offer.



STAFF SGT. NORINDA RODNEY

U.S. ARMY

Rodney, a public affairs noncommissioned officer at the U.S. Joint Forces Command in Norfolk, Va., is originally from Boston, and is a graduate of Walnut Hill School of Performing Arts. As a public affairs NCO, part of her job is to interview people and work with members of the media. During her military career she has travelled to Japan, Korea, Germany, Bahrain, Bosnia and Kuwait.

SEAMAN APPRENTICE

EDDIE SPANN

U.S. NAVY

Spann, a deck seaman stationed aboard the USS Oscar Austin based out of the Norfolk Naval Base, Norfolk, Va., is originally from Kenosha, Wis., and is a graduate of Bradford High School. Spann said the best part of his job is travelling and meeting new people. So far he has travelled to Maine, Michigan and Virginia.



LANCE CPL. SCOTT GIERLICH

U.S. MARINE CORPS

Gierlich, a truck driver stationed at the Norfolk Naval Base, Norfolk, Va., is originally from Palmer, Mass., and is a graduate of Palmer High School. He likes learning new things and considers becoming a Marine one of his greatest achievements.

AIRMAN 1ST CLASS

TRAVIS EDWARDS

U.S. AIR FORCE

Edwards, a fuels distribution technician stationed at Langley Air Force Base, Va., is originally from Marion, Ind., and is a graduate of Marion High School. As a fuels distribution technician, his job is to refuel fighter jets and other aircraft. Edwards said the best part of his job is being part of the flightline action.



PHOTO OPS

A full-page photograph of a U.S. Marine in camouflage uniform and a garrison cap, looking upwards and to the right. He is operating a large, black, belt-fed machine gun mounted on a tripod. The background shows the rigging of a ship, including yellow crane arms and blue cables, against a clear blue sky. The machine gun has a large magazine and a long barrel. The Marine's uniform includes a tactical vest with pouches.

PROTECTOR

A U.S. Marine attached to the 1st Platoon keeps watch on the Navy port in Chuck Sa Met. Officer 1st Class Craig P. S.



S AND DEFENDERS

the Fleet Anti-Terrorism Security Team (FAST) Company, over the security perimeter entrance at the Royal Thai, Thailand during Exercise Cobra Gold. (Photo by Petty Strawser)

PHOTO OPS



Cockpit Drills



ABOARD USS ENTERPRISE --
Under the night time glow of sodium vapor lighting,
a plane captain conducts system checks on
an F/A-18C "Hornet" in the hangar
bay of USS Enterprise (CVN 65).
Enterprise is operating in the
Atlantic Ocean conducting
Carrier Qualifications.
(Photo by Petty Officer 3rd
Class Clifford L.H. Davis)



ARMY

Buddies

The infantry can be an exciting career, especially if you take a buddy along with you.

At least that's what the U.S. Army Infantry Center at Fort Benning, Ga., is proposing by allowing new recruits to sign up with a friend and guaranteeing they will be stationed together at their first duty assignment. And if the idea pays off, it could soon spread to other branches of the Army.

The move is intended to reduce the attrition rate among young soldiers during their first term of service. After soldiers are paired, Army personnel officials then ensure both soldiers are assigned to the same unit for at least six months.

Upon arriving at their first duty station, their orders annotate the last name and last four digits of the social security number of their buddy, officials said.

"It's going well so far. We just know intuitively it is going to work," Fields said. "We hope to offer it to the rest of the Army by next summer."

said Lt. Col. Mark Fields, chief of the Office of Infantry Proponency at Fort Benning.

For more information about opportunities in the Army call 1-800-USA-ARMY or visit their website at www.goarmy.com.

MARINE CORPS

MECEP

They pride themselves on a sharp military appearance. They do not cheat or tolerate anyone who does.

And with a creed peppered with words like "esprit de corps," "courtesy" and physically tough, "it's no wonder the Citadel, a military college as enduring as its name, has been helping America's 911 force, the United States

Marine Corps, mold its future leaders.

Just ask 22-year-old Sgt. John Bacon Jr. He is one of them.

"I remember back when I was a lance corporal, I really wanted to go to college," said the Trenton, N.J., native. "I was working on the flight line and trying to take classes on the side. It was next to impossible."

That's when Bacon said he discovered an opportunity he believes not enough Marines know about; the Marine Corps Enlisted Commissioning Education Program (MECEP), a commissioning program for active duty Marines who have not completed their college degrees.

"I saw that (the MECEP program) would give me the opportunity to go to college, plus stay on active duty while becoming an officer. I didn't want to pass that chance up, so I applied," he said.

VOLED

The Marine Corps Voluntary Education Program has assisted thousands of Marines since it was established in the early 1970s. By providing financial assistance to Marines to further their education, the program improves professional competence, enhances career progression, and helps Marines prepare for their future transition to civilian life.

Tuition assistance rates have been established at the following levels:

- High school completion: 100 percent, up to \$2,500
- Vocational/technical certificate: 75 percent, up to \$2,500
- Undergraduate study: 75

percent, up to \$2,500

□ Graduate study: 75 percent, up to \$3,500

To qualify for tuition assistance, Marines must enroll in a program of study at an academic level higher than they currently hold, and must achieve a satisfactory grade in all funded courses. In cases where a failing course grade is awarded, Marines will be required to reimburse the amount of funding granted for that course.

For more information about jobs in the Marine Corps call 1-800-MARINES or visit their website at www.Marines.com.

College at Sea

NAVY

The Navy College Program For Afloat College Education (NCPACE) is a part of the Navy College Program. Instruction in both academic skills and college (undergraduate and graduate) courses are available through NCPACE.

All NCPACE college courses are provided by regionally accredited colleges and universities. NCPACE provides the opportunity for Sailors to experience a challenging education while on sea duty assignments such as on a ship or at a remote site, preparing them for personal as well as professional growth.

Courses are taught via technology (computer or possibly by video teleconferencing) and by traditional classroom instruction. All undergraduate courses are from institutions with



Servicemember's Opportunity College - Navy (SOC-NAV) affiliation to provide Sailors the opportunity to transfer credits and complete degrees.

For more information about jobs in the Navy call 1-800-USA-NAVY or visit their website at www.navyjobs.com.

AIR FORCE

GI Bill

Paying for college has never been easier. Invest \$100 a month through the Montgomery GI Bill during the first 12 months of enlistment, and enlistees could have up to \$19,008 to use for college expenses.

In addition, while on active duty, the Air Force will help pay up to 75 percent toward college tuition. Also, Air Force training can earn college credit toward an associate's degree from the Community College of the Air Force.

Savings Plan

Military members will now be able to save up to \$10,500 annually by creating their own retirement nest egg through the Federal Employees Thrift Savings Plan starting next year.

The plan would allow active-duty and Ready Reserve service members to invest up to five percent of their basic pay and all of any special and incentive bonuses they may receive.

CCAF milestone

KEESLER AIR FORCE BASE, Miss. (AFPN) □ A cardiopulmonary journeyman assigned to the 81st Medical Operations Squadron here became the Community



College of the Air Force's 200,000th graduate recently.

Senior Airman Jeanette Todd received a CCAF applied sciences degree in cardiopulmonary laboratory technology.

This is the second higher education milestone for the Florida native, who already holds an associate's degree in respiratory therapy from California College for Health Sciences. Todd is scheduled to graduate from the University of Southern Mississippi in May with a bachelor's degree in business administration, and plans to continue studies toward a master's degree in business administration.

□CCAF has made it easier to obtain an associate's degree by only having to take those few classes after tech school, □ Todd said, who was recently selected for promotion to staff sergeant. Todd has spent all but one of her 5 1/2 years in the Air Force at Keesler Medical Center. CCAF is the largest community college in the world and the only one in the Department of Defense.

The college offers 66 degrees in five areas: aircraft and missile maintenance,

electronics and telecommunications, allied health, logistics and resources, and public and support services.

For more information about jobs in the Air Force, contact 1-800-423-USAFA or visit their website at www.airforce.com.

COAST GUARD

Lone Ranger

Their engines roaring, two twin-seat personal watercraft dart between waves and leap over the swells of Lake Michigan, the red, white and blue blurs of Coast Guard stripes marking the hulls of the machines visible as they speed along the breakwall.

Straddling the sleek watercraft are MK3 Chris Rutt and Seaman Dan Falcioni of Station Michigan City, Ind., practicing the skills they learned to become qualified personal watercraft (PWC)



operators.

Chief Warrant Officer George Spanier, Coast Guard Auxiliary coordinator for Group Detroit, created the Auxiliary PWC Patrol Program, which was expanded this summer to include active-duty Coast Guard throughout the district.

Its goals are to increase safe operation of PWCs and to increase Coast Guard visibility. Fifteen Coast Guard Auxiliary and active-duty personnel are now using the watercraft at Station Michigan City, Station St. Clair Shores, Mich., Station Belle Isle, Mich., and Station Port Huron, Mich.

For more information about jobs in the Coast Guard call 1-800-GET USCG or visit their website at www.uscg.mil/jobs.

ALL SERVICES

Pay Raise

The military will see an across-the-board 3.7 percent pay raise Jan. 1, and non-commissioned officers in grades E-5 to E-7 with eight to 24 years of service will receive another pay raise in July.

The targeted July raise will increase their pay by \$30 to \$60, said Navy Capt. Elliot Bloxom, the Defense Department director of military compensation.



FLYING THE NOT SO FRIENDLY SKIES TAKES TEAMWORK

Story and photos by Cpl. Sandra Zarate, USMC

Infantry Marines are in desperate need of food and supplies. A call is made and minutes later a mission to drop off supplies is given the OK. Right after the call, a mechanic checks over the engine of a CH-46E Sea Knight helicopter to get it ready for flight.

His crew chief checks over the entire aircraft, and the pilot comes in and starts to prepare for their flight. All three are called into the conference room to receive a briefing on the mission they're about to go on. They gather up their flight gear, rush out onto the runway, fire up the engines and head out on their flight to help the Marines during a training scenario in Twenty-Nine Palms, Calif.

Twenty minutes later a team of Marines emerge from the dark desert sky, dropping off food, ammunition and medical supplies, enabling the Marines on the ground to continue their mission.

The helicopter crew is from the Marine Air Group-42 (MAG-42) Detachment B at the Norfolk Naval Base, Norfolk, Va.

Maj. Brian T. Josten, Cpl. Terry L. Martin and Pfc. Mohammed N. Kabir

all have one thing in common - they prepare the CH-46E Sea Knight for these missions day in and day out. They need and rely on each other to be effective. "Working at MAG-42 is very much a team effort," said Josten, a 14-year veteran pilot.

"I got interested in flying when I was 10 years old," he said. "My dad and I were in a plane and I remember my dad saying, 'If I could do things all over again I would've been a pilot, it would've been great.' So, I guess from then on I decided I'd be a pilot."

Josten, a West Bend, Wis., native, received his initial 18 months of flight training at the Naval Flight School in Pensacola, Fla.

"In the first part I learned about meteorology, flight planning and aerodynamics," Josten explained. "In the second part I learned all about

the systems of aircraft, emergency procedures and experienced actual flight. I practiced first on a simulator, then I completed 25 actual flights before graduating."

Upon completion of the course, pilots get to choose what kind of aircraft they would like to fly.

"There are four options to choose from," Josten said. "You have jets, propeller-types, rotary and wing. I chose helicopters, because I liked their mission in the Marine Corps. Their main mission is to support the infantry Marines during their exercises by providing supplies."

Josten and his crew not only support Marines, they also support missions involving Navy SEALs and the Army.

The mission aspect of his job wasn't the only thing that grabbed Josten's attention.

"Being an active-reserve pilot I receive aviation crew and incentive pay, which is an additional \$650 per month," he said. "Active-duty pilots receive more. They get a \$9,000 bonus every year as an incentive to stay in longer," he added.

Pilots aren't the only ones who get extra money.

"Crew chiefs get what is called aircrew hazard duty pay," said Martin, a crew chief assigned to MAG-42. "It starts off at \$150, but it goes up depending on your rank and time in service."

Josten attended eight more months of training at Pensacola, Fla., learning about the systems and procedures of the CH-46E helicopter.

"We learned what to look for when something is wrong, but we don't try to fix it; we leave that up to our mechanics and crew chiefs," said the West Bend High School, Wis., graduate. The work of the crew chief is very valuable to me, and I put a lot of

trust in these guys. I trust the process they have to go through in order to do their job as well. I take care of them and they in turn take care of me."

Josten recalled when a crew chief, like Martin, helped him out of a difficult situation. "I remember when we were dropping into a zone one night.

□ Being an active-reserve pilot I receive aviation crew and incentive pay, which is an additional \$650 per month, □ Josten said.

I couldn't see we were about to hit a tree, because it was not in my line of view, but the crew chief did. He informed me there was a tree in our way, so I veered away from the tree and avoided a bad situation," he said. "We take care of each other, because it's a team effort."

Martin, a crew chief assigned to

MAG-42 said, "I started off as a flightline mechanic then crossed over to crew chief," said the 27-year-old Dalton, Ga., native. "I was already working on helicopter engines, and was removing and replacing different types of mechanical parts.

"Being a crew chief requires me to have a better understanding of avionics, airframes and hydraulics than a mechanic," he added. "I also have to know the Naval Avionics Tactical Operations Manual. This is the guideline for flight, and I have to know how to handle emergencies and how we must conduct ourselves during flight."

Martin, who also has to qualify on the .50 caliber machine gun annually, said he felt overwhelmed by his newly acquired skills at first, but practice helped.

"When I started playing around with the different components of the helicopter, I found that I became more familiar with them, and in turn



*The CH-46E Sea Knight helicopter.
(U.S. Marine Corps photo)*

working became much easier for me,” the South East High School graduate said.

Martin said he enjoys working for MAG-42 because he never does the same thing twice in one day; plus the travel is great.

“My work can be challenging because there is a lot of personal responsibility involved, but I love the fact that there is always something to learn here, something to do and somewhere to go,” he said.

So far Martin has been to Indonesia, Norway, the Philippines and Thailand just to name a few.

“We travel to all these interesting places, because our mission is to provide support for infantry Marines participating in these different exercises, like the annual Combined Arms Exercise held at Twenty-Nine Palms, Calif.,” he said.

MAG-42 spends two weeks in California practicing their flight skills by training in a desert environment. “We also have squadron training at least five times a week and help Marines with amphibious assault operations,” Martin said.

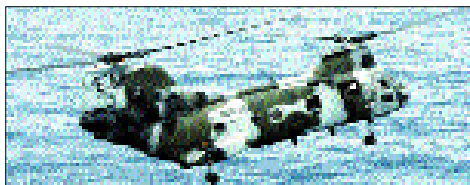
Marines from MAG-42 also participate in counter narcotics operations, where they help local law enforcement agencies eradicate narcotics that are being illegally grown in fields.

“We basically supply them with beans, bullets, Band-Aids (a military phrase meaning food, ammunition and medical

supplies) and move them from point A to point B. We fly a lot,” Martin said.

His team spends about 10 hours a month practicing their skills flying the CH-46E, capable of speeds up to 166 mph. They usually stay within Virginia, but sometimes go

EQUIPMENT PROFILE



CH-46E Sea Knight

Summary: The CH-46E is the Marine Corp’s primary combat assault helicopter. The helicopter provides all-weather, day or night transport of combat troops, supplies

and equipment during amphibious operations. The helicopter is also used for aeromedical evacuation, special operations and search and rescue missions. The CH-46E is also utilized by the U.S. Navy. Originally procured in 1977, the CH-46E will remain operational until replaced by the MV-22 Osprey tilt-rotor aircraft.

Manufacturer: Boeing Vertol Company
Power plant: (2) GE-T589-16 engines
Range: 132 nautical miles (151.8 miles) for an assault mission
Speed: 145 knots (166.75 miles per hour)
Ceiling: 10,000 feet (+)
Crew: 4-5
Payload: 14 troops or 15 litters, or 4,000 pounds of external cargo

down to North Carolina. “We practice tactical flying,” he said. “An example of tactical flying is flying the helicopter at 200 feet and below, and practicing fast roping, which is where Marines drop to the ground by a rope.”

Flying wouldn’t be possible without the help of mechanics like Kabir either, he said.

“My primary job as an airframes and hydraulics technician is to check for broken parts, make sure the hydraulic fluid is clean at all times and make sure the aircraft is always in good working condition,” said Kabir, a 19-year-old Houston native.

“I went through several schools and received lots of training to do

what I’m doing today,” the Hastings High School graduate said.

Kabir attended a three-month course at the Naval Air Technical Training Center in Pensacola. “I learned the basic fundamentals of hydraulics, metalsmith work and flight controls,” he said. “I also learned the way hydraulics make the helicopter blades work.”

Besides all the dirty mechanic work, Kabir said he learned something much more important. “I learned how to read manuals and diagrams of the hydraulic system. This is very important, because when there is no one to help me I have to rely on those manuals. It also stops me from second guessing myself.”

After his training in Florida, Kabir went to another three-month course at the “C” School for Airframes and Hydraulics at Marine Corps Air Station, New River, S.C. “This is where I actually learned about the systems of the Sea Knight



Cpl. Terry L. Martin, greases a strut as part of the helicopter's routine maintenance.

helicopter,” Kabir said. “I learned how to remove and replace parts, proper maintenance procedures and how to fix cracks on the aircraft.”

Kabir also learned about tool control, which is the process of counting all the tools used before and after work is done on the aircraft. This is done to prevent a tool from being lost in the aircraft causing it to possibly malfunction.

He said school was challenging because he had to learn so much. The most important thing he learned was where to look up information.

“I can’t remember everything about my job, so when I forget something I have to know where to look it up,” he explained.

Kabir finds his job very exciting and said he is thankful for the opportunity to serve in the Marine Corps.

“My mom wouldn’t even let me touch her car, and the Marine Corps is letting me work on a military aircraft. It makes me feel very proud,” he said.

Kabir understands how much responsibility is put into his hands and the hands of his fellow crewmembers. That’s why he takes his job very seriously. “This isn’t a job where you can let things slide under the table, because it could kill people,” Kabir



Cpl. Terry Martin looks out over the water while flying in a CH-46E Sea Knight helicopter on his way to Fort Eustis, Va.

said. “The Marine Corps has given us a great responsibility and has trained all of us here to be very capable of doing our jobs correctly.”



TEAMWORK

It takes teamwork to fly and maintain a CH-46E Sea Knight helicopter. (Below from left to right) Maj. Brian T. Josten, the pilot, performs pre-flight checks before every flight. When the forecast calls for bad weather, Cpl. Terry L. Martin, the crewchief, ties down the helicopter to prevent it from being knocked over by strong winds. Pfc. Mohammed N. Kabir, the airframes and hydraulics technician, makes sure everything is working properly.





Services Squadron offers three jobs in one

Story by Cpl. Sandra Zarate, USMC

One year she can be found working at a dining facility, the next at a hotel and a few months from now at the base gym. The advantages of joining the Air Force under the services squadron is being able to work as a cook, or as a fitness coordinator or hotel clerk.

Sandi L. Coles enlisted in the Air Force for the job and is in the Delayed Entry Program awaiting orders to basic training.

She chose the services squadron field because of the variety of jobs. "This was one of the jobs I qualified for," said Coles, a Hampton, Va., native. "I decided to keep an open mind and learn more about it."

Coles went to Langley Air Force Base in Hampton, Va., with her recruiter to meet people in the services field. She wanted to learn firsthand what they do and what they enjoy most about their job.

Before going to Langley, she spoke with Airman Nicole A. Knudsen, a food service apprentice and recent graduate of the Services Squadron Technical School, to get an

idea of what it's like going through the school.

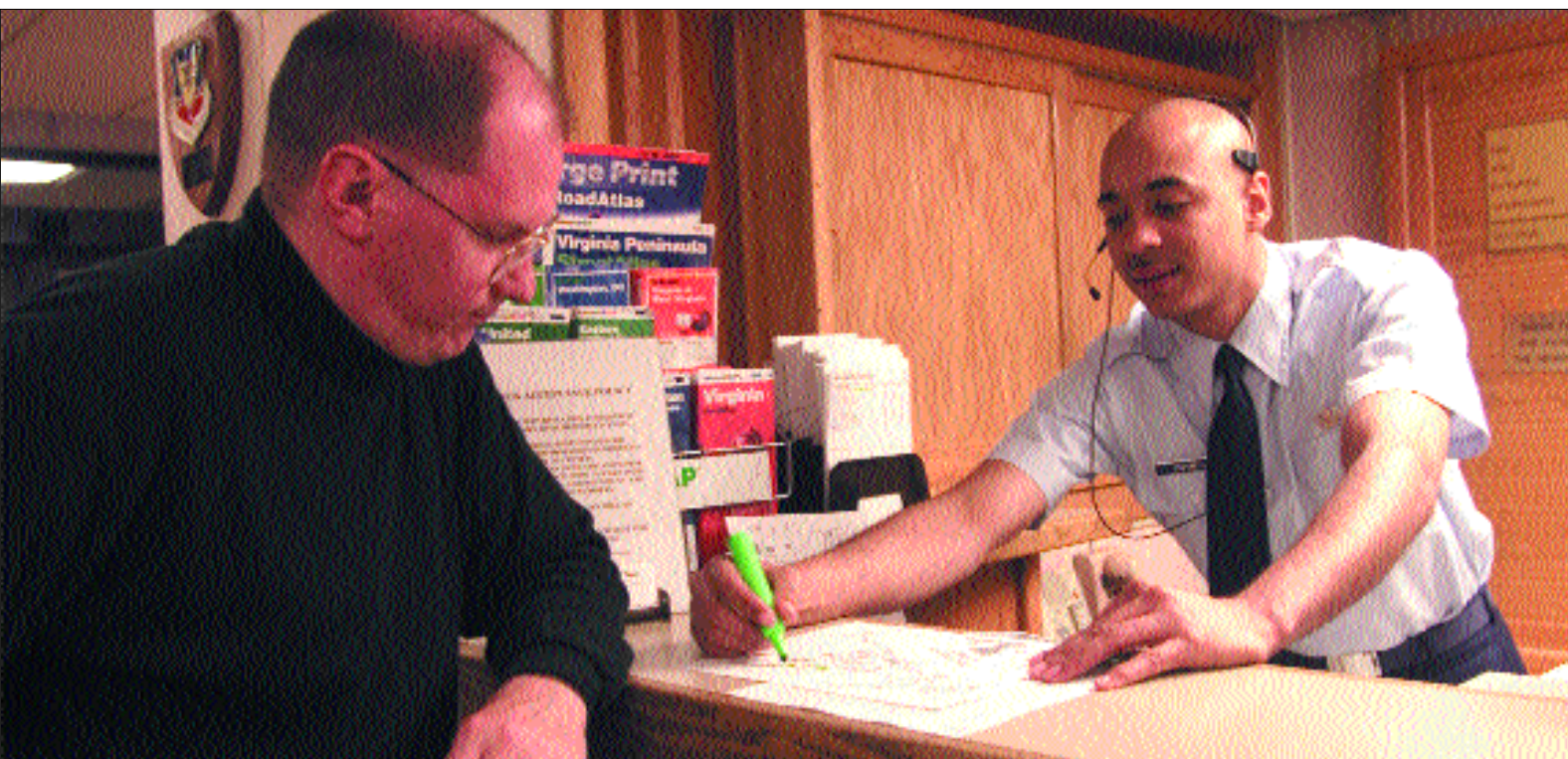
The Services Squadron Technical School is located at Lackland Air Force Base in San Antonio, Texas.

It is a six-week course where students learn the fundamentals of cooking, lodging and fitness. Students receive classroom instruction on the safe handling of food and are given recipes for meals they will be making later in the class. "Learning to be a better cook is something I was real excited about, and I'm so glad that eighty percent of this course was about food and food service," said Knudsen.

They also go over customer service, and the rules and regulations they must abide by at all times, she said.

"At the end of the course, we got a chance to participate in "Readiness in Base Services" - a three-day field exercise intended to simulate a deployment," she said. "We had to set up tents, a dining facility and prepare meals for each other in the field." This exercise is the final stage of class where they practice what they've learned before graduating.

Most students work at a dining facility for the first year of their enlistment. "I was afraid I was going to end



One of the different occupations in the Services career field is working as a lodging front desk clerk. Here, a clerk helps an Air Force servicemember on temporary duty check into his room for his stay at Langley Air Force Base, Va.

up being a cook throughout my entire enlistment,” said Staff Sgt. Yolanda V. Birk, a conference coordinator at the Langley Inns hotel. “When I graduated I did work as a cook, but it was just for a short while. Then I was moved into lodging, which I absolutely love. The services squadron field is great because it is so diverse. It’s hard to get bored in this occupation.”

During her visit to Langley, Coles also had the opportunity to speak to Airman 1st Class Charles Grant, a clerk at the Langley Fitness Center. Grant is in charge of teaching customers how to properly use the fitness equipment, and helping them with anything else they need. “When a customer walks in, I am the first person they see. I try to make their experience of coming to the gym as enjoyable as possible,” said Grant.

The next person on Coles list was Airman Randal G. Moore, a food service apprentice at Langley’s dining facility. “I love doing what I am doing. This is why I’m doing it,” he said. “Expect a lot of hard work, but with that always comes a good reward. My job is very rewarding.”

After visiting Langley, Coles had a good view of what she might be doing in the future, and said she absolutely loves the idea. “I’m glad I came and spoke to all these people,” she said. “Everything I’ve heard about this job has been good. It seems like I am going to enjoy the training, and especially my job.”



(Left) Patrons who use the gym on base often rely on the fitness coordinator for checking out sporting equipment, towels, and fitness expertise. It’s just one of the other job choices in the services career field.

(Above) Some services personnel get to use their culinary skills in the job. Cooks are the “bread and butter” of the Air Force.

(Below) After graduation from the Services Squadron Technical School, airmen receive the Services Badge to wear on their uniform.





AIRMAN

SOLDIER MAKES DRAWING A CAREER

At times, she was considered armed and dangerous. Earlier, she had been spotted carrying a carton of crayons and was believed to have been the suspect involved in the "painted kitchen wall incident."

Crayons were her weapons of choice, and no wall or sheet of paper was safe in the house when she was on the premises. No, she was never arrested for her behavior. Instead, her parents encouraged her to continue developing her artistic abilities.

"I started drawing and coloring as a child," said Army Staff Sgt. Michelle M. Konrath. "I always loved it."

Crayons were her best friends, but things began to change once she hit her high school years at Northland Pines High School in Eagle River, Wis.

"When I was in high school, I stopped taking art classes and took college

preparatory classes instead," she said, wanting to be well prepared for university life. "I went to college for a major in International Relations and a minor in Spanish," she said.

At school, she started thinking about joining the Army Reserves. "I wanted to earn more money for college, so I decided to go ahead and join," Konrath said.

She enlisted in the Army Reserves and went to Lowry Air Force Base in Denver to train as a graphics illustrator. There she realized drawing was something she wouldn't mind doing as a career.

"I found out that I really enjoyed drawing and creating things when I was going through the graphics course," she explained. "I always knew I loved drawing, but this course made me realize something else. It made me realize that not only did I enjoy doing it, but I was actually good at it, too. All this time when I was in college, I didn't know where my talent was."

After finding her long-forgotten talent, Konrath decided to put in a request to join the active-duty Army ranks.

"I really love the Army. I love the military way of life. Plus, the Army gave me the opportunity to work in a job I knew I could do well in," said the nine-year veteran.

Konrath's current duty station is Fort Monroe, Va., where she gets paid to do what she loves best.

"Everything I do here is in direct support of the four-star general," Konrath said. "Basically, my job is to present the general's information in a graphic form to get his message across during his presentations. I create all the graphics and add sound bites to them as well."

Konrath usually is tasked with doing three major presentations throughout the year, plus additional duties here and there, she explained. "At times, I'll have three computers working simultaneously, and I often work two mice at once," she said.

Her job can be intense at times, because she has to finish a project in a short amount of time. But there is a sense of pride that comes afterward. "I finish my project and say, 'Wow, I did that.'"

She tries to keep the creative ball rolling by watching cartoons or surfing the web to get tips, tricks and new

ideas on how to use the different software coming out, she explained.

"Inspiration comes from flowers, from pictures, from everywhere," she said. "A screen saver gave me an idea for a presentation one time." Konrath said that watching television is another great place for inspiration. "I

always look at commercials and ask, 'Wow, can I do that?'"

Each presentation she does is different, so she constantly tries to learn more ways to be creative.

She takes computer graphics classes to keep her up to date on what's new in the computer graphics field.

"There is not one bad thing I can say about what I do," she said. "There are so many opportunities for people in this career field. That's why I plan on staying in the Army - to get as much experience and training as I can to continue to grow."

There was a time when she would color anything in sight. Now, with the time and experience she has gained in the Army, she considers herself to be a competent graphic artist, always willing to learn something new.

"The Army gave me the opportunity to work in a job I knew I could do well in," Konrath said.



www.goarmy.com 1-800-USA-ARMY



**Story by
Cpl. Sandra Zarate,
USMC**

(Opposite page) Staff Sgt. Michelle M. Konrath did a pencil sketch of an Army soldier going through Advanced Individual Training at Fort Knox, Ky.

(Left) Konrath enjoys sketching and painting, but most of her work is done on two or three computers in her office. (Photo by Cpl. Sandra Zarate)



(Above) This computer photo collage of soldiers was done by Konrath for a command briefing. (Inset, right) This is a 3-D image of a battlefield in mountainous village terrain.



NAVY

Seabees in Paradise

Butterflies frolic, turquoise waves lap at a sandy beach, indigo skies and date palms quietly call for a portrait and a reggae bass line floats in the distance. In tropical wonderlands, sun-bronzed groups of working Sailors known as Seabees are on the job building centers, hospitals and a little something known as life.

“YA, MON. Every ting irie here.” A handful of Seabees, engrossed with the task of driving a stake into the ground, don’t even notice a dreadlocked native, leaning against a palm tree watching their every move. “Dem doin ahn oustandin’ job, mon!” he says in a thick Caribbean accent, to no one in particular. “Bweis ah amazing!”

The island is Tobago, in the British West Indies. There, a small cadre of Seabees - who really are amazing -

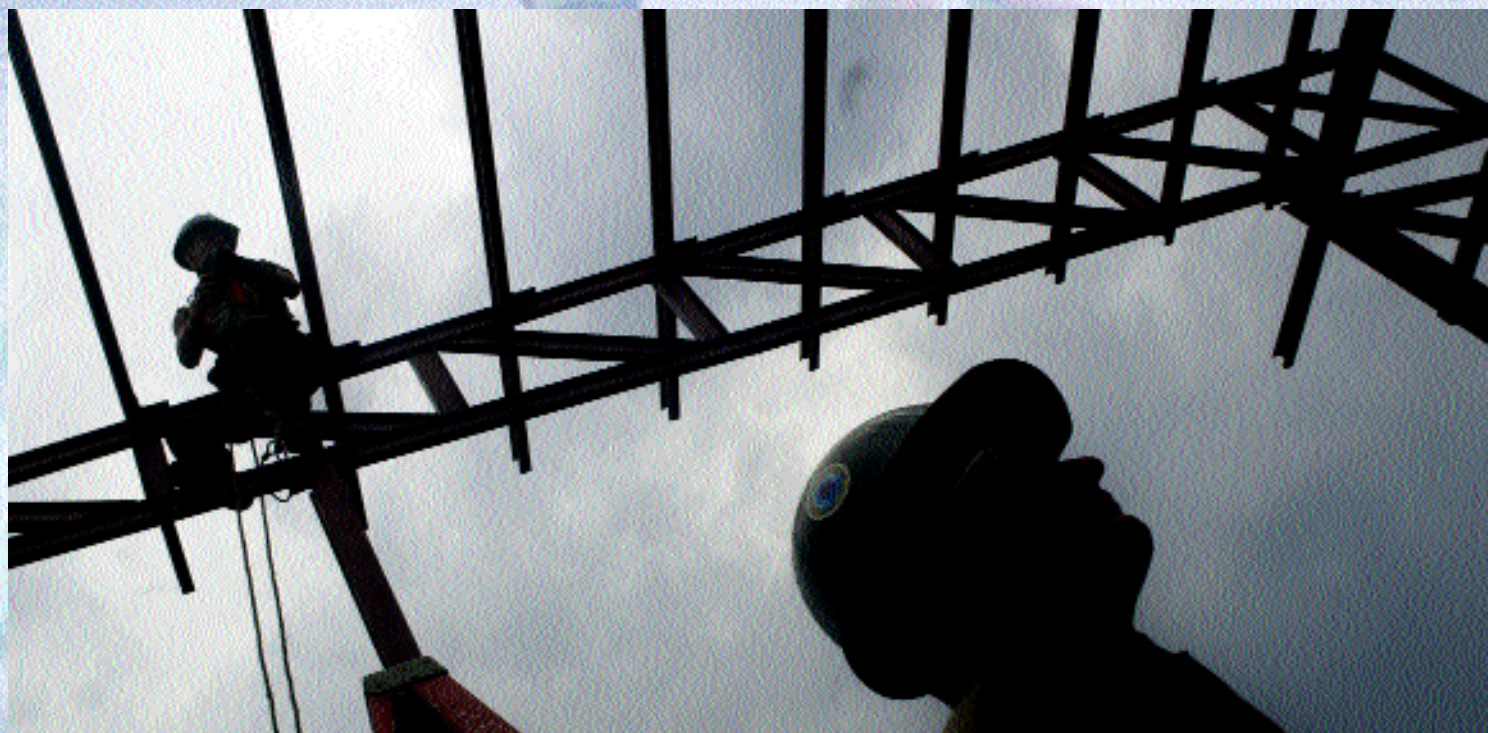
are in the middle of a civic action project, building a community center for the locals. “Ahn everybody pon proud ah dem!” Word spreads quick when American Sailors are in town. The group of 13, an offshoot from Naval Mobile Construction Battalion (NMCB) 5, Port Hueneme, Calif., have been featured in the local newspaper, TV and radio, and have been the talk of the town ever since the C-130s touched down with 250 tons of bulldozers, land movers and heavy

trucks in support of Exercise New Horizon.

The locals have embraced them; the elders bring the ‘bees mangoes; down at the beach they get discounted glass bottom boat rides; and kids with soccer balls fight for their attention, hoping the Seabees will play. Everyone who nears the construction site slows - whether on foot, in a car or on a bike - to look at the Americans and the work they do.

A few hundred miles north, another group of heavily tanned Seabees from NMCB 5 are on a little piece of heaven called Antigua, building a Coast Guard barracks and renovating a hospital. On this island, a jewel in the Caribbean known for its 365 white sandy beaches, the Seabees are playing a part far from any “Survivor” television episode you may have seen.

They love it in the tropics, and they love what they do. To wit: one more group of Seabees are deployed to Jamaica, drilling a well in the countryside. On the other side of the world in the Republic of the Philippines, a battalion deep in the jungled country-



These □ busy bees □ are working are to build an addition to a school house.



Locals gather whenever Seabees are on site. Here kids - grass still in one's hair after a soccer match - mingle with the bees.

side is building a schoolhouse. They've been other places, these building 'bees: Guam, Puerto Rico, Okinawa, Spain, Indonesia ... wherever there's a calling, the Seabees are there.

"Everyone knows we're here," said Builder 2nd Class James Briggs from a construction site in Tobago. "These deployments give us a chance to get real world training."

"DFTs give us an opportunity to do construction, but more importantly, they give us an opportunity to do some much needed community service," said Petty Officer 1st Class Edgar Almodovar. "The people in Antigua are still recovering from the hurricanes that devastated the island and a lot of the work we did there helped. DFTs help us understand how important our mission is to other people and we build good relationships with the people we help along the way because they really appreciate what we do."

Briggs and other bees from his battalion worked alongside Trinidadian military engineers. "They're very good. We're learning from each other," he said. "We've had a lot of people approach us and ask if we could help with various construction projects on other parts of the island. Unfortunately, we have to say no because there's only 13 of us with limited time."

For years, Seabee Civic Action teams have demonstrated their

helpful motto "can do." Following the Korean war, the Seabees embarked on a new mission. From assisting in the wake of a devastating earthquake in Greece, in 1953, the Seabees began providing construction and training to underdeveloped countries, becoming the Navy's "Goodwill Ambassadors." Seabees subsequently built or improved roads, orphanages and public utilities in many remote parts of the world.

The Civic Action teams continued into Vietnam, where Seabees, often fending off enemy forces alongside Marine and Army counterparts, also built schools and infrastructure and provided health care service.

In the past 50 years, little about the Seabee's mission has changed; the Seabees have repeatedly demonstrated their skills as fighters and builders.

On paper, the civic action projects pass as a way to "foster relationships with foreign countries and give the Seabees a chance to sharpen their skills." But for the 18 to 25-year-old workers, many of whom have never been out of the country before, the projects have much more significance.

Petty Officer 3rd Class Bryan Marcom, who hails from Tower, Minn., traveled to the Philippines with 30 other Seabees from NMCB 74, homeported in Gulfport, Miss., to work side-by-side with 13 Philippine Navy counterparts during the multinational exercise CARAT 2000 to complete construction of a school. He said he found the project challenging

and rewarding. On the site, he and other bees were often surrounded by dozens of curious kids, students of the soon to be completed schoolhouse. "I love the kids at this school," he said. "I spend a lot of time with them. It's not only the kids though, the place is new. Where I come from, it's 60 degrees below zero. Here and every other place I've been, it's been hot."

According to Senior Chief Petty Officer William Eckhoff, officer-in-charge of the U.S. Navy Seabee detachment in the Philippines, the main goal of the project was to improve the 344-student school's outdoor stage. The Seabees built a 15 by 10-meter concrete floor for the stage, then erected a steel-beam frame with a corrugated sheet metal roof.

With concrete left over from the floor, they also built sidewalks between school buildings and to the school well - its only source of drinking water - and completed the well with a concrete pad.

Eckhoff said the construction training gained by his Seabees

was only part of the benefit reaped from the project. "Working and living in the Ternate community while completing the project was a rewarding experience for the American Seabees," said Eckhoff. "The whole community is great, and the children just love these guys."

"The project is a great help to us," said head teacher Evelyn Rosel. "I would like to send my thanks and gratitude on behalf of the children and teachers for this assistance."

Rosel represents just a few of the thousands of people around the world whose lives have been changed by sun-bronzed workers known as the Seabees.

Story and photos by Chief Petty

Officer Robert Benson



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COAST GUARD

Navigating the seas

A COXSWAIN'S MATE TEACHES NEW COAST GUARDSMEN HOW TO RIDE THE WATERS

Before "Baywatch" was a hit TV show, Petty Officer 2nd Class William D.

Hollandsworth remembers spending his summer days watching lifeguards in action on the beaches of California. He also recalls how much fun he had as a child sailing with his father in San Diego.

It was this combination of sailing and lifesaving that made him want to join the U.S. Coast Guard as a coxswain instructor. He wanted to be the one teaching Coast Guardsmen how to sail and save lives.

Twelve years ago Hollandsworth enlisted in the Coast Guard as a boatswain's mate, so he could teach people about boats. However, he needed time and experience working on them first.

Hollandsworth was eager to

become an instructor, so he quickly learned all he could about the maintenance and upkeep of small boats.

Over time, his extensive knowledge of small boats combined with his experience in the Coast Guard made him the perfect candidate to become an instructor for new boatswain's mate recruits.

Hollandsworth is now a coxswain school instructor at the Utility Boat Systems Center at the U.S. Coast Guard Training Center in Yorktown, Va.

The San Diego native teaches the four-week coxswain's mate course to new Coast Guardsmen. "My job is to teach students everything I know about the 41-foot utility boat used by the Coast Guard," Hollandsworth said. "At the beginning of the course, my students learn about maintenance, navigation, emergency situations and how to drive the boats."

In navigation, students not only learn how to get from point A to point B, but also how long it is going to take them. "They must get to their destination within five minutes of their projected time to pass. Everything has to be exact," said the Castle Park High School, Chula Vista, Calif., graduate. "Miscalculating the time of arrival can mean the difference between life and death for a stranded person."

The Coast Guard's number one priority is search and rescue, so naturally students are taught how to navigate effective search patterns.

These patterns are critical when searching for a boat or a person lost at sea. "The longer it takes to find a stranded person lowers the chance for survival, which is why students spend four to five days learning different search patterns," he said.

Firefighting, towing, dewatering a boat and repair work are other course criteria.

"We teach them how to fight a fire on the boat, while still managing to keep the boat and the crewmembers aboard safe," he said. "They are taught to isolate and extinguish the fire as quickly as possible. They also have to make sure the crew and boat are brought back safely."

Hollandsworth critiques each of his students' scenarios, and tells them



Petty Officer 2nd Class William Hollandsworth stands in front of his boat.



This 41-foot utility boat, which can reach speeds up to 20 knots, is used in sea conditions where its speed and maneuverability are critical.

what they did right and what they could do better, so they can improve their seamanship skills.

"We give them a total of three tests during this course. It's during the last week of school where we evaluate their performance on everything that we've taught them here," he said. "They run daily practice drills and are tested, because I want my students to be knowledgeable and confident in what they're doing. By graduation day, my students are confident enough to think on their own two feet. It's also great satisfaction when what I am teaching my students finally clicks in their heads, and they understand everything I am trying to teach them," he said.

Hollandsworth said he couldn't have picked a better job, because he loves the water and he loves to teach. "I have been around the water all of my life, and now I get paid to teach people what I love doing,"

Hollandsworth said. "I couldn't have asked for a better job in the Coast Guard."



**STORY AND PHOTOS
BY CPL. SANDRA
ZARATE, USMC**



Petty Officer 2nd Class William D. Hollandsworth, right, briefs his students before a training exercise at the U.S. Coast Guard Training Center in Yorktown, Va.



up to 25 knots, is mainly used for search and rescue and law enforcement missions. It is designed to operate under moderate weather and
ity make it ideal for these types of missions.



2nd Lt. Cameron Albin, right, a student platoon leader, gives Capt. Tim Bairstow, director of the instructor education program at TBS, a situation report while 2nd Lt. Courtney Jones talks to a reconnaissance team on the field telephone.

Platoon war -

Surprising the enemy

Story and photos by Cpl. James Covington, USMC

Crouched on one knee, 2nd Lt. Cameron Albin, the student platoon commander for 3rd Platoon, Delta Company at The Basic School, speaks quietly with his radio transmissions operator, 2nd Lt. Courtney Jones. Suddenly, gunfire erupts from a nearby hilltop as one of Albin's squads makes contact with the enemy.

Albin quickly maneuvers the remaining elements of his platoon, as he had been taught in a series of tactical courses during the past four months. The enemy may have thought they were springing a surprise, but the men of 3rd Platoon

knew to expect the unexpected and they were ready.

The Basic School Platoon War drives new lieutenants to use combat and leadership skills they've spent four months developing.

The two-and-a-half day field exercise takes place four months into the six-month TBS training cycle at Quantico, Va.

"The platoon war allows the new lieutenants to put everything they've learned up to this point in their training together in a force-on-force environment," said Capt. Tim Bairstow, the director of the instructor education program at the school. "Their success or failure is

not necessarily judged on their execution of techniques, but on their execution of the mission at the end of the exercise."

The exercise offers the lieutenants the opportunity to maneuver against an enemy force with its own independent will.

"The enemy is always independent," said Capt. David Everly, the staff commander for 3rd Platoon. "He will never do what you think he will do. Matching the platoons against each other simulates this real element of combat. Much like the enemy, each individual platoon operates according to their own independent will. It's difficult for a



student platoon commander to commit to what he thinks an unknown enemy is going to do.”

During the platoon war, the lieutenants are given complete freedom in their decision making. The success or failure of the mission depends entirely on them.

“Up to this point in their training, the lieutenants were working to develop certain skills,” said Bairstow. “Now we’re letting them go out there, put it all together and operate against another platoon so they can go through their own decision making procedures. We, as instructors, are completely hands off. They have to come up with their own course of

action. The success of their mission is based upon how they make those decisions and how well they execute the techniques they’ve learned.”

Many lieutenants feel this is the best and most challenging aspect of the platoon war.

“The toughest and the best part of the platoon war is the amount of latitude we’re given,” said 2nd Lt. David Bonney, a student squad automatic weapon gunner for 3rd Platoon. “It’s entirely up to the lieutenants in charge to maneuver his men to find and [eliminate] the enemy.”

(Clockwise from top) 2nd Lt. Cameron Albin, 3rd Platoon student platoon commander, shouts instructions to his men during a firefight.

2nd Lt. Sean Mellon, 3rd Platoon radio transmissions operator, speaks on his field radio. Mellon made a □ field repair □ to his radio handset using a spoon.

2nd Lt. Chad Fitzgerald, a squad automatic weapon gunner for 3rd Platoon, Delta Company at The Basic School, fires a burst from his SAW during a firefight during the platoon war. The exercise, which took place at the Quantico Marine Corps Base, Va., enables the new lieutenants to use the skills they have developed during their first four months of training.



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